

<b>JRPP No:</b>	2011SYW033
<b>Applicant</b>	VT Architects Pty Limited
<b>Owner</b>	Golden Thinking Limited
<b>Application No.</b>	DA-63/2011
<b>Description of Land</b>	Lot 102 DP 1155104, 14 Parramatta Road, LIDCOMBE
<b>Proposed Development</b>	Construction of an automated warehouse with ancillary office, car parking area and fitout works for use of the premises as a logistics and distribution facility
<b>Site Area</b>	21,110 m <sup>2</sup>
<b>Cost of Works:</b>	\$16,621,066
<b>Zoning</b>	IN1 – General Industrial
<b>Disclosure of political donations and gifts</b>	Nil disclosure
<b>Issues</b>	Vehicular Access

## Recommendation

1. That Development Application DA-63/2011 for the construction of an automated warehouse with ancillary office, car parking area and fitout works and use of the premises as a logistics and distribution facility on land at 14 Parramatta Road, LIDCOMBE be approved subject to the conditions of development consent.

## Consultations

### 17 December 2010

A pre-lodgement application (PL-43/2010) was initially lodged with Council on the 17 December proposing the construction of an automated warehouse with ancillary office and retail building, associated carparking and fit-out works for use as a logistics warehouse distribution and sales facility.

A meeting was held with the applicant on the 10 January 2011 to discuss the proposal. Council staff were of the opinion that the proposal was generally compliant with Council's development controls; however there were concerns particularly with regard to the permissibility of the retail component of the development. This was confirmed in Council's letter to the applicant via email on the 11 January 2011.

### 25 January 2011

A second meeting was held with the applicant on the 25 January 2011 to further discuss Council's concerns regarding permissibility of the second building under the relevant zone and category 2 remediation works. Council confirmed in a letter dated 26 January 2011 that under clause 14 of SEPP 55, consent was not required for category 2 remediation works.

### 3 March 2011

The subject development application (DA-63/2011) was formally lodged with Council on 3 March 2011. It was noted that the proposal relates only to the construction of the automated warehouse and did not include the retail component. Following a detailed assessment of the development proposal against relevant planning controls, a number of matters were raised with the applicant in a letter dated 25 May 2011 including the proposed new access to the site located within 90 metres of the major road intersection, stormwater drainage and the building facade treatment to Birnie Avenue.

### 30 May 2011

The applicant submitted additional information on the 30 May 2011 to address Council's concerns. The information was reviewed by Council's Officers and is considered generally satisfactory.

### 13 July 2011

The applicant submitted a further addendum to the previously submitted traffic report. This report demonstrated that a reduced number of street parking spaces would have to be removed to accommodate the access to the site. This report was considered by Council staff and also referred to the RTA.

### 25 July 2011

RTA provided a response to Council in relation to the further traffic information provided by the applicant. The RTA raised no objection to the proposal. (It is noted that the loss of 3 street parking spaces is required to be reported to the Auburn Council Local Traffic Committee for approval, however this is seen as routine and no objections are raised by Council's Engineers or RTA to the development).

## **Site and Locality Description**

The subject site is legally described as Lot 102 in DP 1155104 and is known as no. 14 Parramatta Road, Lidcombe. It is located on the south eastern corner of the intersection of Birnie Avenue and Parramatta Road. The land is irregular in shape and comprises a total area of 21,108 square metres with the following dimensions:

- Northern boundary – 109.12 metres to Parramatta Road frontage;
- Southern boundary – 158.25 metres;
- Eastern boundary – 161.07 metres abutting railway corridor;
- Western boundary – 162.80 metres to Birnie Avenue frontage;

The development site is currently vacant with significant areas being paved with concrete. The site was previously used for parking trucks and storage of vehicles associated with the adjoining Parmalat Dairy (formerly Dairy Farmers) processing plant. The periphery of the site along Birnie Avenue and Parramatta Road is densely covered with vegetation and screens the remainder of the site from view. Weeds and grasses heavily dominate large sections of the vacant site.

The site has existing vehicular access off Birnie Avenue and is located some 130 metres south of the Parramatta Road intersection.

Surrounding developments located in the immediate vicinity consists of a mix of land uses:-

To the north of the subject site lies Parramatta Road and the raised M4 Motorway. Industrial warehouse premises and the Sydney Olympic Park precinct are also located further to the north of the site.

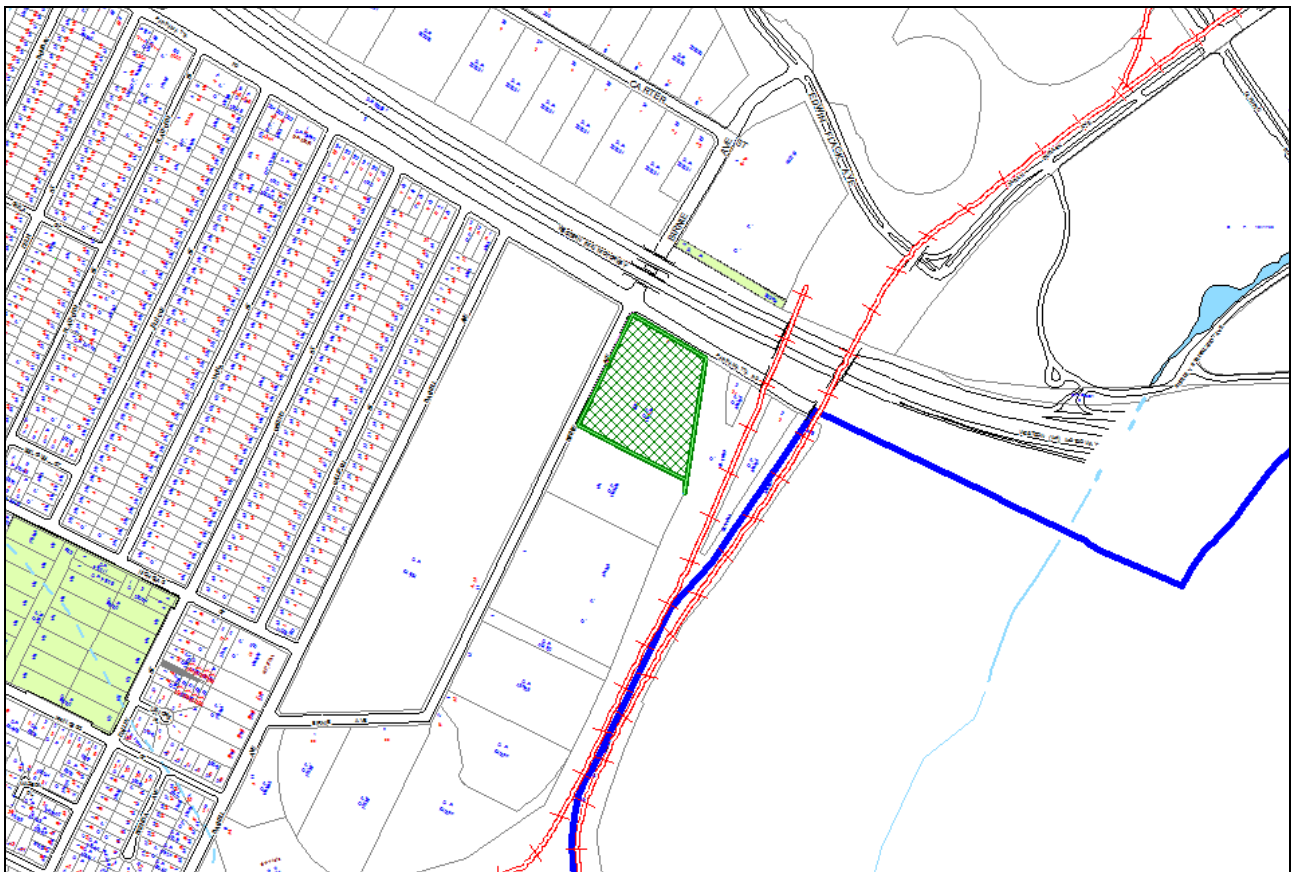
Directly adjoining the south of the subject site is the large Parmalat Dairy Foods processing plant specialising in the processing of milk and associated products. Car parks, storage facilities and processing equipment are scattered throughout the site.

To the east, the subject site abuts a railway corridor. Further east there are industrial buildings as well as a railway line and overpass that links Lidcombe with Sydney Olympic Park.

The Lidcombe Business Park is situated on the western side of Birnie Avenue. The buildings on this site are 2 to 3 storeys high and are mainly used for offices and industrial / warehouse purposes.

The site is located in an area where there are no dwelling houses or residential properties. The nearest residential properties are located some 200 metres to the west on Bachell Avenue. Hence the Lidcombe Business Park will act as an effective buffer between the proposed development site and residential properties.

The location of the site is shown below:-



### Description of Proposed Development

Auburn City Council has received a development application seeking approval to carry out the following works and activities:

- Construction of a industrial warehouse building at the southern end of the site, comprising 10,696 square metres in gross floor area and measuring 29.74 metres high to roof line;
- An open car parking area with the provision of 70 parking spaces spread throughout the site for staff and visitor use;
- Provision of 6 loading bays to accommodate heavy rigid vehicles and 14 loading bays to accommodate medium rigid vehicles, located at the northern end of the building;

- Landscaping, drainage and associated infrastructure works.

The proposed development is to function as an automated warehouse facility for logistics and distribution of computers and accessories to local and national retailers and distributors.

An open plan arrangement is proposed internally. The industrial warehouse facility will be divided into two main areas comprising of an automated warehouse area to the south and; an ancillary office space plus warehouse storage and distribution area to the north. The automated warehouse area will consist of high rack shelving, computer controlled conveyor belts, pallets and robotic retrieval equipment; and the warehouse storage and distribution area for packaging, labelling and dispatch of orders and deliveries.

The industrial warehouse facility will operate between the hours of 8am and 8pm Monday to Fridays with a maximum of 150 staff to be employed on site.

It is noted that further north of the site will be reserved for future development or expansion of the facility, in which will form part of a separate development application.

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## **Referrals**

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### ***Internal Referrals***

#### Development Engineer

The application was referred to Council's Development Engineer for comment. The advice provided on the 30 March 2011 raised several matters of concern, mainly in relation to the proposed new access to the site within 90m of a major intersection and stormwater drainage.

A meeting was held with the applicant on the 26 May 2011 to discuss the main issue of the proposed development resulting in the loss of 10 on-street car parking spaces located on Birnie Avenue as per the conclusion of the traffic report prepared by Halcrow for the applicant.

Following these discussions, further information was submitted to Council by the applicant demonstrating that only 3 on street car spaces were required to be removed to facilitate access to the site. This is considered to be an acceptable outcome by Council's Development engineer.

#### Environment and Health

The application was referred to Council's Environmental Health Officer for comment. No objections were raised with regard to the development proposal subject to recommended conditions of consent.

#### Building Surveyor

The application was referred to Council's Building Officer for comment. No objections were raised with regard to the development proposal subject to recommended conditions of consent.

#### Fire Safety Officer

The application was referred to Council's Fire Safety Officer for comment. No objections were raised with regard to the development proposal subject to recommended conditions of consent.

## ***External Referrals***

### **Rail Corporation**

The application was referred to NSW Rail Corporation in accordance with clause 85 of the State Environmental Planning Policy (Infrastructure) 2007, as the subject development site is located adjacent to a rail corridor.

Council received comments from Rail Corp on the 10 May 2011 requesting conditions be included in the development consent with regard to Stray Currents and Electrolysis from Rail Operations.

### **Roads and Traffic Authority**

The application was referred to Roads and Traffic Authority (RTA) in accordance with the State Environmental Planning Policy (Infrastructure) 2007 at clause 104 – Traffic generating development.

On the 11 May 2011, Council received a response from the RTA requesting for further information to be submitted with respect of the development proposal. The requested information was forwarded to the RTA on the 27 May 2011.

A formal response from the RTA was received by Council on the 21 June 2011 advising that subject to Council approval and consideration by the Local Traffic Committee, RTA generally has no objections to the loss of 10 on-street car parking spaces as result of the proposed lengthening of kerbside lane along western side of Birnie Avenue.

On the 13 July 2011, Council received an addendum to the traffic report prepared by Halcrow. The supplementary traffic advice indicated that upon review of the traffic implications of the development proposal, the loss on the number of on-street parking has reduced to 3 spaces as opposed to the 10 spaces as originally stated. SIDRA models were also provided justifying the new results and the supplementary information was re-referred to the RTA for further comment.

Advice provided by the RTA on the 25 July 2011, raised no objections to the proposed 50 metre length kerbside lane at Birnie Avenue. However, the changes to the existing regulatory signposting associated with the loss of the 3 on-street parking spaces is subject to review and consideration by Council's Local Traffic Committee. No objection is expected to be received by the Traffic Committee in this matter.

## **The provisions of any Environmental Planning Instruments (EP& A Act s79C(1)(a)(i))**

### **State Environmental Planning Policies**

#### **a) State Environmental Planning Policy No. 55 – Remediation of Land**

The applicant has submitted information prior to the lodgement of the development application indicating that Category 2 remediation works are required and will be undertaken on site. In accordance with clause 14 of the State Environmental Planning Policy No. 55, remediation works of category 2 do not require consent.

#### **b) State Environmental Planning Policy (Infrastructure) 2007**

In accordance with clause 85 – development adjacent to rail corridor and clause 104 and schedule 3 – traffic generating development, the application was required to be referred to RailCorp and the NSW Roads and Traffic Authority.

Comments received from the RTA and Rail Corp was previously discussed in detail above under the Referrals section of the report.

### Regional Environmental Plans

#### **Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005**

The site is located within the area within the Sydney Harbour Catchment and SREP (Sydney Harbour Catchment) 2005 is applicable to the development application. The development application raises no issues in terms of consistency with the requirements and objectives of this planning instrument or the associated Development Control Plan.

### Local Environmental Plans

#### **Auburn Local Environmental Plan 2010**

The relevant objectives and provisions of Auburn LEP 2010 have been considered in the following assessment table:

Clause	Yes	No	N/A	Comment
<b>Part 1 Preliminary</b>				
<b>1.2 Aims of Plan</b>  (1) This Plan aims to make local environmental planning provisions for land in Auburn in accordance with the relevant standard environmental planning instrument under section 33A of the Act.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The development proposal is considered to be in accordance with the aims of this plan. The development is permissible under the IN1 zone and will promote growth and employment in Auburn.
(2) The particular aims of this Plan are as follows: (a) to establish planning standards that are clear, specific and flexible in their application, (b) to foster integrated, sustainable development that contributes to Auburn's environmental, social and physical well-being, (c) to protect areas from inappropriate development, (d) to minimise risk to the community by restricting development in sensitive areas, (e) to integrate principles of ecologically sustainable development into land use controls, (f) to protect, maintain and enhance the natural ecosystems, including watercourses, wetlands and riparian land, (g) to facilitate economic growth and employment opportunities within Auburn, (h) to identify and conserve the natural, built and cultural heritage, (i) to provide recreational land, community facilities and land for public purposes.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>1.9 Application of SEPPs and REPs</b>  (1) This Plan is subject to the provisions of any State environmental planning policy and any regional environmental plan that prevail over this Plan as provided by section 36 of the Act.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The state policies stated here will not apply to this application.
(2) The following State environmental planning policies and regional environmental plans (or provisions) do not apply to the land to which this Plan applies:  <i>State Environmental Planning Policy No 1—Development Standards</i>  <i>State Environmental Planning Policy No 4—Development Without Consent and Miscellaneous Exempt and Complying Development</i> (clause 6, clause 10 and Parts 3 and 4)  <i>State Environmental Planning Policy No 60—Exempt and Complying Development</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Clause	Yes	No	N/A	Comment
<b>Sydney Regional Environmental Plan No 24—Homebush Bay Area</b>				
<b>1.9A Suspension of covenants, agreements and instruments</b>				
(1) For the purpose of enabling development on land in any zone to be carried out in accordance with this Plan or with a development consent granted under the Act, any agreement, covenant or other similar instrument that restricts the carrying out of that development does not apply to the extent necessary to serve that purpose.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(2) This clause does not apply:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(a) to a covenant imposed by the Council or that the Council requires to be imposed, or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) to any prescribed instrument within the meaning of section 183A of the <i>Crown Lands Act 1989</i> , or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(c) to any conservation agreement within the meaning of the <i>National Parks and Wildlife Act 1974</i> , or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(d) to any Trust agreement within the meaning of the <i>Nature Conservation Trust Act 2001</i> , or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(e) to any property vegetation plan within the meaning of the <i>Native Vegetation Act 2003</i> , or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(f) to any biobanking agreement within the meaning of Part 7A of the <i>Threatened Species Conservation Act 1995</i> , or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(g) to any planning agreement within the meaning of Division 6 of Part 4 of the Act.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(3) This clause does not affect the rights or interests of any public authority under any registered instrument.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(4) Under section 28 of the Act, the Governor, before the making of this clause, approved of subclauses (1)–(3).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Part 2 Permitted or prohibited development</b>				
<b>Zone IN1 General Industrial</b>				
<b>1 Objectives of zone</b>				
• To provide a wide range of industrial and warehouse land uses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To encourage employment opportunities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To minimise any adverse effect of industry on other land uses.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To encourage economic growth of the locality.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• To minimise adverse effects on the natural environment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>2 Permitted without consent</b>				



Clause	Yes	No	N/A	Comment
Nil	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>3 Permitted with consent</b>				
Building identification signs; Business identification signs; Depots; Freight transport facilities; Kiosks; Light industries; Markets; Neighbourhood shops; Restaurants; Roads; Warehouse or distribution centres; Any other development not specified in item 2 or 4	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed activities are considered to fall within the definition of a warehouse or distribution centre under the IN1 – General Industrial zone and the new building is considered to be appropriate within the context of the zone.
<b>4 Prohibited</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Warehouse or distribution centres mean: “a building or place used mainly or exclusively for storing or handling items (whether goods or materials) pending their sale, but from which no retail sales are made.”
Agriculture; Amusement centres; Boat sheds; Bulky goods premises; Canal estate developments; Car parks; Caravan parks; Cemeteries; Charter and tourism boating facilities; Child care centres; Correctional centres; Crematoria; Educational establishments; Entertainment facilities; Environmental facilities; Exhibition homes; Exhibition villages; Extractive industries; Farm buildings; Forestry; Funeral chapels; Funeral homes; Health services facilities; Heavy industries; Highway service centres; Home occupations (sex services); Information and education facilities; Landscape and garden supplies; Marinas; Medical centres; Moorings; Office premises; Passenger transport facilities; Places of public worship; Recreation facilities (major); Registered clubs; Research stations; Residential accommodation; Restricted premises; Retail premises; Rural industries; Rural supplies; Signage; Timber and building supplies; Tourist and visitor accommodation; Vehicle sales or hire premises; Veterinary hospitals; Water recreation structures; Water supply systems				
<b>Part 3 Exempt and complying development</b>				
<b>This part is not relevant as the development is not exempt or complying development.</b>				
<b>Part 4 Principal development standards</b>				
<b>4.1 Minimum subdivision lot size</b>				
(1) The objectives of this clause are as follows:				
(a) to ensure that lot sizes are able to accommodate development consistent with relevant development controls, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In accordance with the Lot Size Map LSZ_006, the minimum lot size that applies to the subject site is 1500 sqm. The subject lot has an area of 21,108sqm and complies with this development standard.
(b) to ensure that subdivision of land is capable of supporting a range of development types.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	It should also be noted that this is an existing lot and no subdivision is proposed.
(2) This clause applies to a subdivision of any land shown on the Lot Size Map that requires development consent and that is carried out after the commencement of this Plan.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(3) The size of any lot resulting from a subdivision of land to which this clause applies is not to be less than the	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



Clause	Yes	No	N/A	Comment
height of office premises and hotel or motel accommodation is:				
(a) if it is within the Parramatta Road Precinct, as shown edged orange on the Height of Buildings Map—27 metres,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) if it is on land within Zone B6 Enterprise Corridor within the Silverwater Road Precinct, as shown edged light purple on the Height of Buildings Map—14 metres.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	



Clause	Yes	No	N/A	Comment
The objectives of this clause are as follows:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(a) to define <b>floor space ratio</b> ,				
(b) to set out rules for the calculation of the site area of development for the purpose of applying permitted floor space ratios, including rules to:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(i) prevent the inclusion in the site area of an area that has no significant development being carried out on it, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(ii) prevent the inclusion in the site area of an area that has already been included as part of a site area to maximise floor space area in another building, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(iii) require community land and public places to be dealt with separately.				
<b>(2) Definition of “floor space ratio”</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
The <b>floor space ratio</b> of buildings on a site is the ratio of the gross floor area of all buildings within the site to the site area.				
<b>(3) Site area</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
In determining the site area of proposed development for the purpose of applying a floor space ratio, the <b>site area</b> is taken to be:				
(a) if the proposed development is to be carried out on only one lot, the area of that lot, or				
(b) if the proposed development is to be carried out on 2 or more lots, the area of any lot on which the development is proposed to be carried out that has at least one common boundary with another lot on which the development is being carried out.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
In addition, subclauses (4)–(7) apply to the calculation of site area for the purposes of applying a floor space ratio to proposed development.				
<b>(4) Exclusions from site area</b>				
The following land must be excluded from the site area:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(a) land on which the proposed development is prohibited, whether under this Plan or any other law,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) community land or a public place (except as provided by subclause (7)).				
<b>(5) Strata subdivisions</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
The area of a lot that is wholly or partly on top of another or others in a strata subdivision is to be included in the calculation of the site area only to the extent that it does not overlap with another lot already included in the site area				

Clause	Yes	No	N/A	Comment
calculation.				
<b>(6) Only significant development to be included</b>				
The site area for proposed development must not include a lot additional to a lot or lots on which the development is being carried out unless the proposed development includes significant development on that additional lot.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>(7) Certain public land to be separately considered</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
For the purpose of applying a floor space ratio to any proposed development on, above or below community land or a public place, the site area must only include an area that is on, above or below that community land or public place, and is occupied or physically affected by the proposed development, and may not include any other area on which the proposed development is to be carried out.				
<b>(8) Existing buildings</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
The gross floor area of any existing or proposed buildings within the vertical projection (above or below ground) of the boundaries of a site is to be included in the calculation of the total floor space for the purposes of applying a floor space ratio, whether or not the proposed development relates to all of the buildings.				
<b>(9) Covenants to prevent "double dipping"</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
When consent is granted to development on a site comprised of 2 or more lots, a condition of the consent may require a covenant to be registered that prevents the creation of floor area on a lot (the restricted lot) if the consent authority is satisfied that an equivalent quantity of floor area will be created on another lot only because the site included the restricted lot.				
<b>(10) Covenants affect consolidated sites</b>				
If:				
(a) a covenant of the kind referred to in subclause (9) applies to any land ( <b>affected land</b> ), and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) proposed development relates to the affected land and other land that together comprise the site of the proposed development,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
the maximum amount of floor area allowed on the other land by the floor space ratio fixed for the site by this Plan is reduced by the quantity of floor space area the covenant prevents being created on the affected land.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>(11) Definition</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
In this clause, <b>public place</b> has the same meaning as it has in the <i>Local Government Act</i>				

Clause	Yes	No	N/A	Comment
1993.				
<b>4.6 Exceptions to development standards</b>				
(1) The objectives of this clause are:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The application does not seek to vary any development standards under this plan.
(a) to provide an appropriate degree of flexibility in applying certain development standards to particular development, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) to achieve better outcomes for and from development by allowing flexibility in particular circumstances.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(2) Consent may, subject to this clause, be granted for development even though the development would contravene a development standard imposed by this or any other environmental planning instrument. However, this clause does not apply to a development standard that is expressly excluded from the operation of this clause.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(3) Consent must not be granted for development that contravenes a development standard unless the consent authority has considered a written request from the applicant that seeks to justify the contravention of the development standard by demonstrating:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(a) that compliance with the development standard is unreasonable or unnecessary in the circumstances of the case, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) that there are sufficient environmental planning grounds to justify contravening the development standard.				
(4) Consent must not be granted for development that contravenes a development standard unless:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(a) the consent authority is satisfied that:				
(i) the applicant's written request has adequately addressed the matters required to be demonstrated by subclause (3), and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(ii) the proposed development will be in the public interest because it is consistent with the objectives of the particular standard and the objectives for development within the zone in which the development is proposed to be carried out, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) the concurrence of the Director-General has been obtained.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(5) In deciding whether to grant				





Clause	Yes	No	N/A	Comment
(a) the architectural roof feature:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(i) comprises a decorative element on the uppermost portion of a building, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(ii) is not an advertising structure, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(iii) does not include floor space area and is not reasonably capable of modification to include floor space area, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(iv) will cause minimal overshadowing, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) any building identification signage or equipment for servicing the building (such as plant, lift motor rooms, fire stairs and the like) contained in or supported by the roof feature is fully integrated into the design of the roof feature.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>5.10 Heritage conservation</b> <b>Note.</b> Heritage items, heritage conservation areas and archaeological sites (if any) are shown on the Heritage Map. The location and nature of any such item, area or site is also described in Schedule 5.  <b>(1) Objectives</b> The objectives of this clause are: (a) to conserve the environmental heritage of Auburn, and (b) to conserve the heritage significance of heritage items and heritage conservation areas including associated fabric, settings and views, and (c) to conserve archaeological sites, and (d) to conserve places of Aboriginal heritage significance.  <b>(2) Requirement for consent</b> Development consent is required for any of the following: (a) demolishing or moving a heritage item or a building, work, relic or tree within a heritage conservation area, (b) altering a heritage item or a building, work, relic, tree or place within a heritage conservation area, including (in the case of a building) making changes to the detail, fabric, finish or appearance of its exterior, (c) altering a heritage item that is a building by making structural changes to its interior, (d) disturbing or excavating an				<p>The subject lot is not listed as a heritage item of significance under the Auburn LEP 2010.</p> <p>This clause is not relevant as the subject site is not identified as being a heritage item or within a heritage conservation area.</p>

Clause	Yes	No	N/A	Comment
archaeological site while knowing, or having reasonable cause to suspect, that the disturbance or excavation will or is likely to result in a relic being discovered, exposed, moved, damaged or destroyed,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(e) disturbing or excavating a heritage conservation area that is a place of Aboriginal heritage significance,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(f) erecting a building on land on which a heritage item is located or that is within a heritage conservation area,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(g) subdividing land on which a heritage item is located or that is within a heritage conservation area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>(3) When consent not required</b>				
However, consent under this clause is not required if:				
(a) the applicant has notified the consent authority of the proposed development and the consent authority has advised the applicant in writing before any work is carried out that it is satisfied that the proposed development:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(i) is of a minor nature, or is for the maintenance of the heritage item, archaeological site, or a building, work, relic, tree or place within a heritage conservation area, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(ii) would not adversely affect the significance of the heritage item, archaeological site or heritage conservation area, or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) the development is in a cemetery or burial ground and the proposed development:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(i) is the creation of a new grave or monument, or excavation or disturbance of land for the purpose of conserving or repairing monuments or grave markers, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(ii) would not cause disturbance to human remains, relics, Aboriginal objects in the form of grave goods, or to a place of Aboriginal heritage significance, or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(c) the development is limited to the removal of a tree or other vegetation that the Council is satisfied is a risk to human life or property, or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(d) the development is exempt development.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Note.</b> For land known as Rookwood Cemetery zoned SP1 Cemetery, development consent from, and notification to, the consent authority is not required under this plan for the further use of an existing grave site or crypt within a graveyard that is a heritage item, provided the				

Clause	Yes	No	N/A	Comment
heritage significance of the item is not adversely affected.				
<b>(4) Effect on heritage significance</b> The consent authority must, before granting consent under this clause, consider the effect of the proposed development on the heritage significance of the heritage item or heritage conservation area concerned. This subclause applies regardless of whether a heritage impact statement is prepared under subclause (5) or a heritage conservation management plan is submitted under subclause (6).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>(5) Heritage impact assessment</b> The consent authority may, before granting consent to any development on land: (a) on which a heritage item is situated, or (b) within a heritage conservation area, or (c) within the vicinity of land referred to in paragraph (a) or (b), require a heritage impact statement to be prepared that assesses the extent to which the carrying out of the proposed development would affect the heritage significance of the heritage item or heritage conservation area concerned.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	In accordance with the Heritage Map HER_006, the subject site is not identified as being located in the vicinity of any heritage items, groups or conservation areas.
<b>(6) Heritage conservation management plans</b> The consent authority may require, after considering the significance of a heritage item and the extent of change proposed to it, the submission of a heritage conservation management plan before granting consent under this clause.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Subject site is not identified as being an archaeological site.
<b>(7) Archaeological sites</b> The consent authority must, before granting consent under this clause to the carrying out of development on an archaeological site (other than land listed on the State Heritage Register or to which an interim heritage order under the <i>Heritage Act 1977</i> applies): (a) notify the Heritage Council of its intention to grant consent, and (b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	
<b>(8) Places of Aboriginal heritage significance</b> The consent authority must, before granting consent under this clause to the carrying out of development in a place of Aboriginal heritage significance: (a) consider the effect of the proposed development on the heritage significance of the place and any Aboriginal object	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

Clause	Yes	No	N/A	Comment
known or reasonably likely to be located at the place, and				
(b) notify the local Aboriginal communities (in such way as it thinks appropriate) about the application and take into consideration any response received within 28 days after the notice is sent.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>(9) Demolition of item of State significance</b>				
The consent authority must, before granting consent for the demolition of a heritage item identified in Schedule 5 as being of State significance (other than an item listed on the State Heritage Register or to which an interim heritage order under the <i>Heritage Act 1977</i> applies):	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(a) notify the Heritage Council about the application, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) take into consideration any response received from the Heritage Council within 28 days after the notice is sent.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>(10) Conservation incentives</b>				
The consent authority may grant consent to development for any purpose of a building that is a heritage item, or of the land on which such a building is erected, even though development for that purpose would otherwise not be allowed by this Plan, if the consent authority is satisfied that:				
(a) the conservation of the heritage item is facilitated by the granting of consent, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) the proposed development is in accordance with a heritage conservation management plan that has been approved by the consent authority, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(c) the consent to the proposed development would require that all necessary conservation work identified in the heritage conservation management plan is carried out, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(d) the proposed development would not adversely affect the heritage significance of the heritage item, including its setting, and	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(e) the proposed development would not have any significant adverse effect on the amenity of the surrounding area.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Part 6 Additional local provisions</b>				
<b>6.1 Acid sulfate soils</b>				
(1) The objective of this clause is to ensure that development does not disturb, expose or drain acid sulfate soils and cause environmental damage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	In accordance with the Acid Sulfate Soils Map ASS_006, the subject land is identified as Class 5 and not located within 500 metres of a Class 1, 2, 3 or 4 areas. Therefore, an acid sulphate soils management plan is not

Clause		Yes	No	N/A	Comment
(2) Development consent is required for the carrying out of works described in the Table to this subclause on land shown on the Acid Sulfate Soils Map as being of the class specified for those works.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	considered to be necessary.
<b>Class of land</b>	<b>Works</b>				
1	Any works.				
2	Works below the natural ground surface. Works by which the watertable is likely to be lowered.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Works more than 1 metre below the natural ground surface. Works by which the watertable is likely to be lowered more than 1 metre below the natural ground surface.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Works more than 2 metres below the natural ground surface. Works by which the watertable is likely to be lowered more than 2 metres below the natural ground surface.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Works within 500 metres of adjacent Class 1, 2, 3 or 4 land that is below 5 metres Australian Height Datum by which the watertable is likely to be lowered below 1 metre Australian Height Datum on adjacent Class 1, 2, 3 or 4 land.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
(3) Development consent must not be granted under this clause for the carrying out of works unless an acid sulfate soils management plan has been prepared for the proposed works in accordance with the Acid Sulfate Soils Manual and has been provided to the consent authority.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(4) Despite subclause (2) Development consent is not required under this clause for the carrying out of works if:		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(a) a preliminary assessment of the proposed works prepared in accordance with the Acid Sulfate Soils Manual indicates that an acid sulfate soils management plan is not required for the works, and		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(b) the preliminary assessment has been provided to the consent authority and the consent authority has confirmed the assessment by notice in writing to the person proposing to carry out the works.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
(5) Despite subclause (2), development consent is not required under this clause for the carrying out of any of the		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	









Clause	Yes	No	N/A	Comment
<p>(1) Development consent must not be granted to development unless the consent authority is satisfied that any of the following services that are essential for the proposed development are available or that adequate arrangements have been made to make them available when required:</p> <p>a) the supply of water,</p> <p>b) the supply of electricity,</p> <p>c) the disposal and management of sewage.</p> <p>d) stormwater drainage or on-site conservation,</p> <p>e) suitable road access.</p> <p>(2) This clause does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any essential service referred to in this clause.</p>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<p>Appropriate conditions could be imposed for the arrangement of such services to be made available on the site so as to facilitate the use of the development.</p>
<b>Schedule 1 Additional permitted uses</b>				
Left Blank at time of gazettal				

### **The provisions of any Draft Environmental Planning Instruments (EP& A Act s79C(1)(a)(ii))**

#### **Draft Auburn Local Environmental Plan (Amendment No. 1)**

Draft LEP (Amendments no. 1) aims to reclassify and rezone land owned by Council to enable its disposal.

The subject site is not identified as being located within the proposed retail precinct under the Draft ALEP (Amendment no.1) and thus the provisions and requirements of the Draft LEP raise no concerns as to the proposed development.

### **The provisions of any Development Control Plans (EP& A Act s79C(1)(a)(iii))**

#### **Auburn Development Control Plan 2010**

The proposed development is subject to the following relevant chapters of Auburn Council's DCP 2010:

#### ***a) Industrial Areas***

Requirement	Yes	No	N/A	Comments
<b>2.0 Built Form</b>				
<b>Objectives</b>				
a. To ensure that the form, scale, design and nature of development maintains and enhances the streetscape and visual quality of industrial areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed design of the building is appropriate and compatible with the surrounding developments in the area.
b. To ensure that the scale of any new industrial development is compatible with	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The building facade is contemporary and is articulated by horizontal and vertical modulations, and variations to height within

surrounding industrial buildings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	the building groups.
c. To ensure the intensity of development recognises the environmental constraints of the site and its locality.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Performance criteria</b>				
<b>P1</b> The built form of proposed development is consistent with the existing character of the locality.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Development controls</b>				
<b>D1</b> Buildings shall be designed to:				
• introduce variations in unit design within building groups.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• introduce solid surfaces, preferably masonry, incorporate horizontal and vertical modulation including windows in appropriate proportions and configurations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
• include an appropriate variety of materials and façade treatments so as to create visual interest on a high quality design outcome.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D2</b> On corner sites, the building reinforces the corner by massing and facade orientation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

### 3.0 Streetscape and Urban Character

<b>Objectives</b>				Large glazing panels are proposed along the building façade on the north western corner of the office area to reinforce the main building entry from Birnie Avenue and; the warehouse wall is further recessed to reduce its visual dominance.
a. To ensure that all new development is compatible with the existing and intended future character of the locality in which it is located.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
b. To promote industrial development which is both functional and attractive in the context of its local environment through appropriate design.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c. To encourage innovative industrial design which adds to and enhances the quality of the existing industrial areas of the Auburn local government area whilst recognising the design attributes of traditional industrial development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

### 3.1 Streetscape

<b>Performance criteria</b>				
<b>P1</b> The appearance of the development is consistent with the streetscape of the locality.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>P2</b> Development conserves and enhances the visual character of the street particularly in relation to architectural themes, landscape themes and fencing styles.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Development controls</b>				
<b>D1</b> Fencing along street boundaries with a	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

It appears that no new fencing is proposed for the subject site. Instead landscaping is

height greater than 1m shall be located at a minimum setback applicable to buildings (refer to setback controls overleaf) and with landscaping in the area available between the fence and the property boundary.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	proposed along the frontages of Birnie Avenue and Parramatta Road to serve as a visual marker at the interface of the public and private domain.
<b>D2</b> Facades of new industrial buildings shall adopt a contemporary appearance.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The proposed building façade is contemporary in design and incorporates contemporary colour schemes.</p> <p>The design of the building incorporates:</p> <ul style="list-style-type: none"> <li>Horizontal and vertical modulations providing variations in unit design within building groups;</li> <li>Variations to height with a distinctive “tower”, modulated by the articulated two storey podium;</li> <li>Large glazing panels on the north western corner of the building façade office area to define the main building entry to Birnie Avenue;</li> <li>Contemporary colour schemes.</li> </ul>
<b>D3</b> Facades of proposed infill development located in established industrial areas shall reflect the style and architecture of adjoining buildings.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>D4</b> Architectural features shall be included in the design of new buildings to provide for more visually interesting industrial areas, including: <ul style="list-style-type: none"> <li>elements which punctuate the skyline;</li> <li>distinctive parapets or roof forms;</li> <li>visually interesting facades;</li> <li>architectural emphasis on the built form; and</li> <li>a variety of window patterns.</li> </ul>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	
<b>3.2 Front setbacks</b>				
<b>D1</b> New buildings within industrial areas shall have a minimum front setback of: <ul style="list-style-type: none"> <li>4.5m from other roads, and</li> <li>0m from laneways.</li> </ul>	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	<p>Primary front setback of approximately 67m is proposed from Parramatta Road. The large setback is considered appropriate as a second building is anticipated to be proposed to accommodate future development /expansion of the facility.</p> <p>No internal lanes or access ways adjoin the site.</p>
In the case of a corner allotment, the setback to the secondary road shall be 3m.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Secondary setback of approximately 13.4m is proposed to Birnie Avenue.
<b>D2</b> Front setback areas shall not be used for car parking, storage or display of goods.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No parking is proposed within the 3m front setback zone. 3m front setback zone is proposed to be significantly landscaped.
<b>3.3 Side and rear setbacks</b>				
<b>Performance criteria</b>				
<b>P1</b> Developments are separated to minimise operational constraints imposed by one industrial use upon an adjacent industrial use.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The following side and rear setbacks are proposed:</p> <ul style="list-style-type: none"> <li>7-15m to side eastern boundary as subject site directly adjoins a rail corridor;</li> <li>13.4m to western boundary (secondary street frontage);</li> <li>20m to rear southern boundary.</li> </ul>
<b>P2</b> New development facilitates foreshore access to Duck River.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Development controls</b>				
<b>D1</b> Buildings may be built on a nil side or rear setback except where a setback is required to screen buildings from:				
<ul style="list-style-type: none"> <li>public places;</li> <li>adjoining residential properties;</li> </ul>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

<ul style="list-style-type: none"> <li>• other sensitive land uses;</li> <li>• where rear access is required; or</li> <li>• where land adjoins the M4 Motorway.</li> </ul> <p>In such circumstances a 4.5m landscape setback is required.</p> <p><b>D2</b> Where a site adjoins a residential zone, side and rear setbacks of 3m shall be required.</p> <p><b>D3</b> Development adjacent to Duck River shall provide a 5m easement for public access within the foreshore building line area along Duck River. This easement shall be established under a Section 88B instrument and shall be registered with the NSW Land and Property Management Authority.</p>	<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>	<p>Subject site does not adjoin any residential zones or watercourse.</p>
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#### 4.0 Landscaping

<p><b>Objectives</b></p> <p>a. To improve the visual quality and amenity of industrial development through effective landscape treatment of individual sites and to achieve a pleasant working environment.</p> <p>b. To ensure a high standard of environmental quality of individual sites whilst enhancing the general streetscape and amenity of the area.</p> <p>c. To ensure that the location and design of driveways, parking and servicing areas are efficient, safe, convenient and suitably landscaped.</p> <p><b>Performance criteria</b></p> <p><b>P1</b> Landscaping forms an integral part of the overall design concept.</p> <p><b>P2</b> Landscaped areas soften the impact of buildings and car parking areas as well as for screening purposes.</p> <p><b>P3</b> Landscaped areas provide for passive/recreational use of workers of industrial areas.</p> <p><b>P4</b> Landscape reinforces the architectural character of the street and positively contributes to maintaining a consistent and memorable character.</p> <p><b>Development controls</b></p> <p><b>D1</b> All areas not built-upon shall be landscaped to soften the impact of buildings and car parking areas.</p> <p><b>D2</b> Storage areas and other potentially unsightly areas shall be screened from adjacent properties.</p>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<p>Detailed landscape plan provided proposes significant landscaping throughout the site to soften the impact of the building and carparking as well as improve visual quality and amenity of the development.</p> <p>Concerns were initially raised by Council Officers with regard to the proposed site access located within 90m of the Parramatta Road intersection. Further discussions held between Council Officers and the applicant confirmed that if the proposed site access would be accessible to service vehicles only and appropriate signage is provided to redirect main access; Council Officers would then be satisfied that the proposed access is acceptable, subject to RTA approval of this design.</p> <p>Appropriate landscaping is proposed within setback areas and adjacent to proposed vehicular access driveways</p> <p>The proposal satisfies this requirement as</p>
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<p><b>D3</b> Landscaping within setback areas shall be of a similar scale to buildings. All landscaped areas shall be separated from vehicular areas by means of a kerb or other effective physical barriers.</p> <p><b>D4</b> Car parking areas, particularly large areas shall be landscaped so as to break up large expanses of paving. Landscaping shall be required around the perimeter and within large carparks.</p> <p><b>D5</b> In open parking areas, 1 shade tree per 10 spaces shall be planted within the parking area.</p> <p><b>D6</b> A minimum of 15% of the site shall be provided and maintained as soft landscaping, with lawns, trees, shrubs, for aesthetic purposes and the enjoyment of workers of the site.</p> <p><b>D7</b> Fencing shall be integrated as part of the landscaping theme so as to minimise visual impacts and to provide associated site security.</p> <p><b>D8</b> Landscaping shall promote safety and surveillance of the street.</p> <p><b>Note:</b> Applicants shall refer to Council's Policy on Crime Prevention Through Environmental Design (CPTED).</p> <p><b>D9</b> Landscaping shall allow sufficient line of sight for pedestrians, cyclist and vehicles.</p> <p><b>D10</b> Paving and other hard surfaces shall be consistent with architectural elements.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>parking areas are located around the perimeter of the warehouse building breaking up large expanses of paving with landscaping.</p> <p>37% of landscaping (7840 sqm) is proposed throughout the site.</p> <p>Landscape and architectural plans submitted by applicant does not appear to indicate any fencing proposed for the subject site. However, the subject site is proposed to be significantly landscaped throughout the site including along the frontage of Birnie Avenue so as to provide a visual marker at interface between public and private domain.</p>
<b>5.0 Access and Car Parking</b>				
<p><b>Objectives</b></p> <p>a. To ensure that all car parking demands generated by any particular industrial development are accommodated on the development site.</p> <p>b. To ensure that the provision of off-street car parking facilities do not detract from the visual character, particularly the streetscape of an industrial area.</p> <p>c. To ensure that road access facilities are commensurate with the scale and extent of the proposed development and compatible with the surrounding traffic network.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The development proposal provides a total of 70 parking spaces on site and Council is of the opinion that the number of parking spaces is sufficient to meet the demand.</p>
<p><b>5.1 Access and car parking requirements</b></p> <p>Applicants shall refer to the Parking and Loading Part for parking and access requirements.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<p><b>5.2 Service areas</b></p>				

<b>Performance criteria</b>				
<b>P1</b> Garbage collection is carried out wholly within the site. Suitable collection points within the site are provided at convenient locations.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Satisfactory on-site commercial collection will be available for the development.
<b>Development controls</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D1</b> In the design of industrial developments, consideration shall be given to the design of garbage storage areas, and other waste provisions held in the Waste Part of this DCP.				
<b>6.0 Stormwater Drainage</b>				
Applicants shall consult the Stormwater Drainage Part of this DCP for stormwater drainage requirements.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Council's Development Engineer has raised no objections to the proposed method of stormwater drainage subject to recommended conditions of consent.
<b>7.0 Energy Efficiency and Water Conservation</b>				
<b>Objectives</b>				
a. To encourage a high standard of environmental design within new and existing industrial areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The proposed office component of the development is orientated to the north of the site and will receive sufficient solar access.  Proposed building materials and insulation measures incorporated within the building design are considered appropriate in terms of minimising energy demands.
b. To minimise energy use in buildings while creating a comfortable working environment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
c. To give greater protection to the natural environment by reducing the amount of greenhouse gas emissions.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
d. To reduce the consumption of non-renewable energy sources for the purposes of heating water, lighting and temperature control.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
e. To minimise potable water mains demand of non residential development by implementing water efficiency measures.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>7.1 General requirements</b>				
<b>Performance criteria</b>				
<b>P1</b> Buildings permit maximum solar access in winter and minimise the heating of buildings during summer.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>P2</b> Natural lighting is relied upon to reduce the requirement for artificial lighting.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>P3</b> Buildings employ thermal mass and insulation techniques to reduce energy consumption.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>P4</b> Energy use is minimised by appropriate building design, site layout, internal design and energy efficient appliances, fixtures and fittings.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>P5</b> Use of solar hot water heaters and renewable energy sources is considered within non-residential development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b>Development controls</b>				
<b>D1</b> Buildings shall be oriented towards the north so that they make best use of solar access to lower heating and cooling costs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Sufficient solar access is provided to office component, orientated to north eastern and western elevation.
<b>D2</b> Building elevation treatments shall control solar access into the building by the use of appropriate shading devices and methods.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Horizontal shading device proposed along the north eastern facade providing adequate protection from easterly sunlight.
<b>D3</b> The amount of exposed glazing to the eastern and western facades of buildings shall be minimised.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Minimal glazing proposed along the north eastern and north western elevation of the warehouse/storage component providing for natural lighting. Large glazing panels proposed on north-western corner façade
<b>D4</b> Building design shall minimise reliance on existing energy supplies through the use of renewable energy sources including incorporation of photovoltaic cells, wind turbines, battery storage and solar hot water wherever practicable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D5</b> Lighter reflective colours shall be used on external walls of the building to reduce heat gain in summer especially for building facades facing east, west and north.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D6</b> High thermal mass materials shall be used wherever possible.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Proposed building materials incorporate insulated wall cladding panels, metal insulated panels and precast concrete panels allowing for temperature control within the building.
<b>D7</b> Roofs and walls shall be well insulated in office components of buildings to reduce winter heat loss and summer heat gain.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D8</b> Low energy lighting shall be used.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Council Officers is satisfied for conditions to be imposed on the consent to ensure that development incorporates low energy lighting, fittings and fixtures are used.
<b>D9</b> Energy efficient appliances, fittings and fixtures shall be used.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D10</b> Any hot water heaters to be installed, as far as practicable, shall be solar, and to the extent where this is not practicable, shall be greenhouse gas friendly systems that achieve a minimum 3.5 Hot Water Greenhouse Score.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>7.2 Ventilation</b>				
<b>Performance criteria</b>				
<b>P1</b> To encourage the design of development to utilise natural breezes for cooling and fresh air during summer and to avoid unfavourable winter winds.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Development controls</b>				
<b>D1</b> Where applicable, cross ventilation shall be maximised by use of high-level ventilators. Where practical or appropriate sky lights and/or wind powered ventilators shall be installed.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Suitable natural ventilation is provided between the upper and lower levels of the office by way of stairwell.
<b>7.3 Water conservation</b>				
<b>Performance criteria</b>				

<b>P1</b>	Water use and consumption is reduced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Appropriate native species have been proposed within the landscape design.
<b>P2</b>	Water efficiency is increased by appropriate building design, site layout, internal design and water conserving appliances.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Development controls</b>					Appropriate conditions can also be imposed for the provision of water efficient fixtures to ensure compliance with these requirements.
<b>D1</b>	New buildings shall provide water efficient fixtures to reduce the demand for (mains) water and wastewater discharge.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D2</b>	New developments shall connect to recycled water if serviced by a dual reticulation system for permitted non potable uses such as toilet flushing, irrigation, car washing, fire fighting and other suitable industrial purposes.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D3</b>	Where a property is not serviced by a dual reticulation system, development shall include an onsite rainwater harvesting system or an onsite reusable water resource for permitted non potable uses such as toilet flushing, irrigation, car washing, fire fighting and other suitable industrial purposes.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D4</b>	Development shall install all water using fixtures to meet the WELS (Water Efficiency Labelling Scheme) rated industry standards.				
<b>7.4 Rainwater tanks</b>					
<b>Performance criteria</b>					Council's Development Engineer is satisfied that the proposed method of stormwater drainage for the site satisfactory subject to conditions included in development consent to ensure compliance with these requirements.
<b>P1</b>	Collection and reuse of stormwater is encouraged.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>P2</b>	Stormwater runoff is reduced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Development controls</b>					
<b>D1</b>	Rainwater tanks installed above ground or underground shall meet the relevant Australian Standards.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D2</b>	Above ground rainwater tanks shall be constructed, treated or finished in a non-reflective material that blends in with the overall tones and colours of the subject site and surrounding developments.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D3</b>	Above ground rainwater tanks installed shall not be visible from a primary road frontage and shall not be visually dominant.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D4</b>	The overflow from industrial rainwater tanks shall discharge to the site stormwater disposal system. For details refer to the Stormwater Drainage Part of this DCP.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>8.0 Operational restrictions</b>					
<b>Objectives</b>					



<p>a. To ensure that industrial development operates in a manner compatible with adjoining land uses, particularly residential areas.</p> <p>b. To ensure noise, air and water discharges, waste storage and removal, working hours and storage of dangerous goods and hazardous chemicals will not have a detrimental effect on environmental amenity.</p>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>	<p>Development proposal is considered to operate generally in accordance with the objectives of this requirement.</p>
<p><b>8.1 Hours of operation</b></p> <p><b>Performance criteria</b></p> <p><b>P1</b> The hours of operation are managed to ensure residential amenity is protected.</p> <p><b>Development controls</b></p> <p><b>D1</b> Where an industrial site is located adjacent to or within 200m of a residential zoned area or where in the opinion of Council truck movements associated with the industry will intrude on residential streets, hours of operation shall generally be restricted to 7:00am to 6:00pm Monday to Saturday.</p> <p><b>Note:</b> Where an extension to these hours is required due to the nature of the activities to be undertaken, a detailed submission shall be lodged with Council demonstrating how environmental impacts can be minimised to acceptable levels if the extended hours of operation are approved.</p>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>  <input checked="" type="checkbox"/>	<p>Council officers are of the opinion that the proposed operating hours of 8am to 8pm Monday to Friday will not generate any offensive noise impacts as the nearest residential zone is located more than 200m to the west, on Bachell Avenue. Further, the Lidcombe business park will provide a buffer between the development site and the residential properties.</p> <p>Truck movements associated with the industrial facility will be via Birnie Avenue directly off Parramatta Road. As such, Council officers are satisfied that with operating hours being restricted to 8am and 8pm, truck movements are unlikely to cause any notable disturbance to residential areas. Appropriate conditions will also be imposed to ensure compliance.</p>
<p><b>8.2 Noise</b></p> <p><b>Performance criteria</b></p> <p><b>P1</b> Development minimises the possibility of noise to the occupants of adjoining or neighbouring dwellings. The use of premises, any plant, equipment and building services associated with a premise does not create an offensive noise or add significantly to the background noise level of a locality.</p> <p><b>P2</b> Where practicable, sources of noise such as garbage collection, machinery, parking areas and air conditioning plants are sited away from adjoining properties and, where necessary screened by walls or other acoustical treatment.</p> <p><b>Development controls</b></p> <p><b>D1</b> All development applications for potential noise generating industries adjacent to residential zoned land shall be accompanied by relevant documentation from a qualified acoustic engineer. The documentation shall also comply with the relevant Acts, Regulations, Australian Standards and guidelines by the NSW Department of Environment, Climate Change and Water (DECCW) below, as applicable for noise, vibration and quality assurance.</p>	<input checked="" type="checkbox"/>  <input checked="" type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<input type="checkbox"/>  <input type="checkbox"/>  <input type="checkbox"/>	<p>Subject development site is surrounded by industrial developments of similar uses. Council officers are of the opinion that the development will not generate any offensive noise impacts.</p> <p>Proposed activities are not considered to be noise generating industry.</p>



8.6 Dangerous goods & hazardous materials					
Performance criteria					
P1 Development incorporates measures needed to protect the community from dangerous or hazardous goods storage and hazardous processes or uses.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The development proposal is not identified as a dangerous or hazardous industry.	
Development controls					
D1 For development proposals which can potentially pose a risk to the locality or discharge pollutants, applicants shall demonstrate that consideration has been given to:  • application guidelines published by the Department of Planning relating to hazardous and offensive development; and  • whether any public authority should be consulted concerning any environmental and land use safety requirement.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
D2 Any premises with storage tanks for oil or dangerous goods outside the building shall submit an emergency spill contingency plan to Council. The DECCW and Work Cover Authority may need to be consulted.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
9.0 Subdivision					
Objectives				The application does not seek approval for any subdivision.	
a. To ensure that development sites are of a reasonable size to accommodate buildings and adequate car parking, manoeuvring and landscaping and minimise access points to major roads.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
b. To encourage the redevelopment of industrial land through lot consolidation.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
c. To provide lots of sufficient size to satisfy user requirements and to facilitate development of the land having regard to site opportunities and constraints.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		
9.1 Lot sizes and access					
Performance criteria				The subject lot has a land area of 21,108 sqm.	
P1 Proposed lots are of a sufficient area and dimension to allow for the siting of buildings including provision of adequate car parking, landscaping, access and other potential site activity and where possible reduce driveways to main roads.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Development controls				The subject lot has an overall frontage width of 109.15 metres to Parramatta Road and 162.8 metres to Birnie Avenue.	
D1 The minimum average width shall be 30m.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
Direct access onto state roads shall not be granted unless presently provided or if an	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		

alternative vehicular access point is unavailable.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The subject site has existing vehicular access point from Birnie Avenue.
<b>D2</b> New lots shall remove or reduce vehicular driveways and access points to main or arterial roads where alternatives are available.				
<b>9.2 Utility services</b>  <b>Performance criteria</b>  <b>P1</b> All proposed allotments are able to be connected to appropriate public utility services including water, sewerage, power and telecommunications in an orderly, efficient and economic manner.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Development controls</b>  <b>D1</b> Any application for strata subdivision shall demonstrate that each lot is serviced for parking and loading and shall not exceed the requirements of the Parking and Loading Part of this DCP.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>Note:</b> The applicant shall demonstrate that each proposed lot can be connected to appropriate utility services including water, sewerage, power and telecommunications (and where available gas). This may include advice from the relevant service authority or a suitably qualified consultant.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

b) *Parking and Loading*

**Parking and Loading**

Requirement	Yes	No	N/A	Comment
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<b>2.0 Off-Street Parking Requirements</b> <i>This section applies to all development.</i>				
<b>Objectives</b>				
a. To ensure that an acceptable level of parking is provided on-site to minimise adverse impacts on surrounding streets.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A total of 70 parking spaces are to be provided on site to accommodate the proposed development. Council Officers are satisfied that the number of parking spaces provided is sufficient to meet the demand.
b. To provide for the reasonable parking needs of business and industry to support their viability, but discourage unnecessary or excessive parking.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Performance criteria</b>				
<b>P1</b> New development provides adequate off-street parking to service the likely parking demand of that development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Number of parking proposed on site to accommodate new development is sufficient.
<b>P2</b> New development does not introduce unnecessary or excessive off-street parking.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>P3</b> Parking provided for development which is not defined in this Part on sound and detailed parking assessment.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Parking requirements for the subject development is defined in this plan under Table 7.
<b>Development controls</b>				
<b>D1</b> All new development shall provide off-street parking in accordance with the parking requirement tables of the respective developments in this Part.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D2</b> That in circumstances where a land use is not defined by this plan, the application shall be accompanied by a detailed parking assessment prepared by a suitably qualified professional which includes:  <ul style="list-style-type: none"><li>• A detailed parking survey of similar establishments located in areas that demonstrate similar traffic and parking demand characteristics;</li><li>• Other transport facilities included in the development;</li><li>• Anticipated traffic generation directional distribution and nature of impacts expected;</li><li>• An assessment as to whether the precinct is experiencing traffic and on-street parking congestion and the implications that development will have on existing situation;</li><li>• An assessment of existing public transport networks that service the site, particularly in the off-peak, night and weekend periods and initiatives to encourage its usage;</li><li>• Possible demand for car parking space from adjoining localities;</li><li>• Occasional need for overflow car parking; and</li><li>• Requirements of people with a limited mobility, sensory impairment.</li></ul>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

<p><b>3.0 Design of parking facilities</b></p> <p>This section applies to all development.</p> <p><b>Objectives</b></p> <ul style="list-style-type: none"> <li>a. To promote greater bicycle use, decrease the reliance on private vehicles and encourage alternative, more sustainable modes of transport.</li> <li>b. To provide convenient and safe access and parking to meet the needs of all residents and visitors.</li> <li>c. To provide access arrangements which do not impact on the efficient or safe operation of the surrounding road system.</li> <li>d. To encourage the integrated design of access and parking facilities to minimise visual and environmental impacts.</li> </ul> <p><b>3.1 Bicycle parking</b></p> <p><b>Development controls</b></p> <p><b>D1</b> Bicycle racks in safe and convenient locations are provided throughout all developments with a total gross floor area exceeding 1,000sqm and shall be designed in accordance with AS2890.3 – Bicycle Parking Facilities.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Appropriate conditions can be imposed on any consent for the provision of bicycle racks.</p> <p>The total GFA of the building is 10696.38 sqm. As discussed above, appropriate conditions can be imposed for provision of bicycle racks to ensuring compliance with this requirement.</p>
<p><b>3.2 Access driveway and circulation roadway design</b></p> <p><b>Performance criteria</b></p> <p><b>P1</b> Vehicular movement to and from the site and within the site reduces potential conflict with other vehicles and pedestrians by creating minimal interference with vehicular and pedestrian movements on public roads, as well as within the site being developed.</p> <p><b>P2</b> Access driveways, circulation roadways and open parking areas are suitably landscaped to enhance amenity which providing for security and accessibility to all residents and visitors.</p> <p><b>P3</b> Access driveways and circulation roadways shall not be wider than prescribed for their particular use.</p> <p><b>Development controls</b></p> <p><b>D1</b> Circulation driveways are designed to:</p> <ul style="list-style-type: none"> <li>Enable vehicles to enter the parking space in a single turning movement;</li> <li>Enable vehicles to leave the parking space in no more than two turning movements;</li> <li>Comply with AS2890 (all parts);</li> <li>Comply with AS1429.1 – Design for Access and Mobility; and</li> <li>Comply with Council's road design specifications and quality assurance requirements.</li> </ul> <p><b>D2</b> Internal circulation roadways shall be adequate for the largest vehicle anticipated to use the site, and in this regard, vehicle</p>	<input checked="" type="checkbox"/>                      	<input type="checkbox"/>                      	<input type="checkbox"/>                      	<p>The development proposes separate vehicular access points for trucks and cars to reduce conflict and interference with vehicular and pedestrian movements. Pedestrian access to the site will have direct access from Birnie Avenue and is also separated from vehicular access points to reduce conflict.</p> <p>Council's Development Engineer is satisfied that the proposed development will comply with this requirement and appropriate conditions have been imposed to ensure compliance.</p> <p>Suitable plans showing swept paths/turning circles have been submitted by the applicant and Council's Development Engineer is</p>

manoeuvring shall be designed and justified using 'Auto Turn' or the like.				satisfied that the proposal demonstrates compliance with the development controls.
<b>D3</b> Landscaping along circular roadways and parking modules shall be provided as required to a minimum standard. Parking areas which provide more than 20 spaces in a single component shall provide one broad canopy tree per 10 spaces.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D4</b> Access driveways shall be located and designed to minimise loss of on-street parking.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D5</b> Access driveway shall have a minimum width of 3.0m unless elsewhere specified.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D5</b> Access driveways shall be located a minimum of 1.2m clear from power poles and drainage pits.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>3.3 Sight distance and pedestrian safety</b>				
<b>Performance criteria</b>				
<b>P1</b> Clear sight lines are provided to ensure pedestrian safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>Development controls</b>				
<b>D1</b> Access driveways and circulation roadways shall be design to comply with sight distance requirements specified in AS2890 – Parking Facilities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D2</b> Obstruction/fences shall be eliminated to provide adequate sight distances.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

<b>3.4 General parking design</b>				
<b>Performance criteria</b>				
<b>P1</b> Parking facilities are designed in a manner that enhances the visual amenity of the development and provides a safe and convenient parking facility for users and pedestrians.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parking spaces are proposed around the perimeter of the building to break up large expanses of paving. Significant landscaping is also proposed along the frontage of Birnie Avenue and in the design of parking spaces so as to soften the visual impact and dominance of the parking areas.
<b>P2</b> The site layout enables people with a disability to use one continuously accessible path of travel: <ul style="list-style-type: none"> <li>To the site from the street frontage;</li> <li>To individual or main car parking areas; and</li> <li>To all buildings, site facilities and communal open space.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pedestrian access ramp is provided to the main entrance of the building from Birnie Avenue and suitable accessible facilities including 2 disabled parking spaces located adjacent to the main entrance, communal staff areas, disabled toilet facilities and lifts are provided within the building.
<b>Development controls</b>				
<b>D1</b> Visual dominance of car parking areas and access driveways shall be reduced.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D2</b> All basement/underground car parks shall be designed to enter and leave the site in a forward direction.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
<b>D3</b> Car parking modules and access paths shall be designed to comply with AS2890 – Parking Facilities (all parts).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<i>Note 1: Disabled parking shall comply with AS2890 – Parking Facilities requirements. Parking bay envelope width shall be maintained for the length of the parking bay.</i> <i>Note 2: Visitor parking dimensions shall be a minimum 2.6 metres by 5.4 metres.</i>				
<b>D4</b> All pedestrian paths and ramps shall: <ul style="list-style-type: none"> <li>Have a minimum width of 1000mm;</li> <li>Have a non-slip finish;</li> <li>Not be steep (ramp grades between 1:20 and 1:14 are preferred);</li> <li>Comply with AS1428.1 – Design for Access and Mobility; and</li> <li>Comply with AS1428.2 – Standards for blind people or people with vision impairment.</li> </ul>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	



<b>6.0 Controls for industrial development</b>					
<i>Section 6.1 provides general controls for industrial development while sections 6.2 and 6.3 contain specific controls for Carter Street Precinct and the Regency Green Industrial Estate.</i>					
<b>6.1 General controls – industrial</b>					
<b>6.1.1 Access and circulation roadway design</b>					
<b>Performance criteria</b>					
<b>P1</b>	Vehicular movements to and from the site should be designed to reduce potential conflict with street traffic and pedestrians.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	As discussed previously above, separate access is proposed for both trucks and cars on site to reduce potential conflict and interference with vehicles and pedestrians.
<b>Development controls</b>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D1</b>	Driveways shall be designed to allow vehicles to enter and leave in a forward direction.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D2</b>	Adequate area shall be provided on-site and driveways designed to enable all vehicles including large trucks to enter and leave the site in a forward direction.				
<b>D3</b>	Driveways shall be located and designed to avoid the following:				
	• Being located opposite other existing access ways with significant vehicle usage	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	• Restricting sight distances;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	• On-street queuing;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	• An intersection controlled by traffic signals within 25 metres on the approach side;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	• A signalled intersection of any major roads within 90 metres;	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	External referrals to the RTA under clause 104 of the SEPP (Infrastructure) 2007 have been sought with respect to the development proposal and in particular Council's concerns with regard to the loss of 10 on-street parking spaces located on Birnie Avenue as per the conclusions of the Traffic Report prepared by Halcrow.
	• An intersection controlled by a stop or give way sign within 12 metres on the approach side;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	• The approach side of any intersection within 10 metres;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	• A property boundary on the departure side of any intersection within 10 metres; and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	• The commencement of a median island within 6 metres.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D4</b>	The maximum grade of manoeuvring areas and all access driveways shall comply with AS2890 – Parking Facilities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Subject to the supplementary traffic advice prepared by Halcrow, it has been demonstrated that only 3 on-street car parking spaces would be lost as opposed to the 10 spaces previously indicated. SIDRA models were also provided confirming the new results and the latest comments received from the RTA on the 25 July 2011 raised no objections in this regard.
<b>D5</b>	Where sites front on to main or arterial roads, driveways shall be minimised or located on side or rear road frontages where available.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D6</b>	Driveways servicing car parking shall comply with AS 2890 – Parking Facilities or similar designs for car turning paths unless otherwise advised by Council's Engineering Department.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>D7</b>	The maximum gradient for a driveway shall be 20% (with appropriate transitions). However, in extreme circumstances, gradients up to 25% (with appropriate transitions) will be considered.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
<b>6.1.2 General parking design</b>					

<b>Performance criteria</b>																	
<b>P1</b>	Sufficient car parking is provided on-site to satisfy the likely peak parking demands of the development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>													
<b>P2</b>	Parking is integrated with site planning and landscaping, and is of adequate dimensions to facilitate convenient and safe usage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>													
<b>Development controls</b>																	
<b>D1</b>	Compliance with the off-street parking requirements in section 2.0 of this Part.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>													
<b>D2</b>	Stacked parking facilities shall not be accepted for new developments.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>													
<b>D3</b>	Off-street parking shall be provided behind or at the side of buildings and away from street frontages. No more than 20% of the total parking requirement shall be permitted on the front alignment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>													
<b>6.1.3 Number of Parking Spaces</b>		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>													
<b>Development controls</b> Car parking for industrial development shall comply with the requirements in Table 7:																	
<table border="1"> <thead> <tr> <th>Land use</th><th>Parking requirements</th></tr> </thead> <tbody> <tr> <td>Road transport terminals Container depots</td><td>Surveys shall be undertaken of similar developments Surveys shall be undertaken of similar developments</td></tr> <tr> <td><b>Factories</b></td><td><b>1.3 spaces per 100m<sup>2</sup> GFA</b></td></tr> <tr> <td><b>Warehouses</b></td><td><b>1 space per 300m<sup>2</sup> GFA</b></td></tr> <tr> <td><b>Ancillary office</b></td><td><b>1 space per 40m<sup>2</sup> GFA</b></td></tr> <tr> <td>Sex services premises</td><td>1.5 spaces per service room</td></tr> </tbody> </table>		Land use	Parking requirements	Road transport terminals Container depots	Surveys shall be undertaken of similar developments Surveys shall be undertaken of similar developments	<b>Factories</b>	<b>1.3 spaces per 100m<sup>2</sup> GFA</b>	<b>Warehouses</b>	<b>1 space per 300m<sup>2</sup> GFA</b>	<b>Ancillary office</b>	<b>1 space per 40m<sup>2</sup> GFA</b>	Sex services premises	1.5 spaces per service room				
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					<p>Council Officers is satisfied that sufficient provision of parking is proposed on site to accommodate the development.</p> <p>Based on the parking rate outlined in Table 7, the total number of parking spaces required for the development is calculated as follows:</p> <p>Warehouse: 9204.78 sqm @ 1 space per 300 GFA = 30.68 spaces</p> <p>Ancillary Office: 1491.60 sqm @ 1 space per 40 GFA = 37.29 spaces</p> <p>Total parking requirement = 68 spaces.</p> <p>The development complies with this requirement as a total of 70 spaces are proposed in excess of the requirements.</p>												

7.0 Loading requirements					
Objectives					
a.	To ensure that all development proposals for industry and business are adequately provided with appropriate loading and unloading facilities.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	There are a total of 20 loading bays proposed to be provided to operate the new logistics and warehouse facility.  The proposal will therefore provide in excess of the amount of loading bays required for the building.
b.	To prevent industrial and business development giving rise to adverse impacts associated with truck and service vehicles being parked off-site.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Performance criteria					
P1	Separation is provided between service areas (i.e. loading and unloading areas) and parking.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Loading /service areas are proposed to be located at the northern eastern end of the building separated from designated staff/visitor parking areas so as to reduce conflict and interference.
P2	Size of service vehicle bays are adequate for the likely vehicles utilising the spaces.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
P3	Service areas are located and designed to facilitate convenient and safe usage.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Development controls					
D1	Driveway access and adequate on-site manoeuvring shall be provided to enable all delivery vehicles to enter and leave the site in a forward direction.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Suitable plans showing swept paths/turning circles have been submitted by the applicant and Council's Development Engineer is satisfied that the proposal demonstrates compliance with the development controls.  As per the loading requirements outlined under Table 9, the total number of loading bays required for the new development is calculated as follows:  Warehouse: 9204.78 sqm @ 1 space per 800 GFA up to 8000 GFA (+ 1 space per 1000 GFA thereafter) = 10 + 1.2 spaces  Total no. loading bays required = 12 spaces  The development complies with this requirement as a total of 20 loading bays are proposed to be provided.
D2	Industrial developments having a floor area greater than 400sqm shall include loading and unloading facilities to accommodate a 'heavy rigid vehicle' as classified under AS2890 – Parking Facilities. Smaller developments shall make a provision for a 'medium rigid vehicle' as classified under the Australian Standard. All development applications shall be accompanied with a manoeuvring analysis with 'auto turn or the like' and details of swept paths showing compliance with AS2890 – Parking Facilities.  <i>Note: The applicant shall identify the likely service vehicle sizes accessing the site and shall provide service vehicle spaces in accordance with AS2890 – Parking Facilities.</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
D3	Loading/unloading facilities shall be positioned so as to not interfere with visitor/employee or resident designated parking spaces.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
D4	The service area shall be a physically defined location which is not used for other purposes, such as the storage of goods and equipment.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
D5	The design of loading docks shall accommodate the type of delivery vehicles associated with the development and potential uses of the development.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
D6	Buildings shall be designed to allow loading	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

and unloading of vehicles within the building and at all times. Where achievable, loading docks should be situated to the side or rear of buildings. In the case of commercial development access can be provided from a laneway.

**D7** That loading bays for trucks and commercial vehicles shall be provided in accordance with Table 9:

Land use	Loading requirements
Business and office premises	1 space per 4,000m2 GFA up to 20,000m2 GFA plus 1 space per 8,000m2 thereafter
Retail premises - department stores	1 space per 1,500m2 GFA up to 6,000m2 GFA plus 1 space per 3,000m2 thereafter
Retail premises - shops and food and drink premises	1 space per 400m2 GFA up to 2,000m2 GFA plus 1 space per 1,000m2 thereafter
Hotel and motel accommodation	1 space per 50 bedrooms or bedroom suites up to 200 plus 1 space per 100 thereafter plus 1 space per 1,000m2 of public area set aside for bar, tavern, lounge and restaurant
Other	1 space per 2,000m2
Industrial/warehouse, bulky goods retail and wholesale supplies	1 space per 800m2 GFA up to 8,000m2 GFA 1 space per 1,000m2 thereafter

**Note:** It is not possible to establish criteria for the size of trucks likely to access the land uses specified above. This will be done on a case by case basis.

Larger trucks such as B-Doubles shall be assessed on their individual requirements, but will usually require a minimum loading area dimension of 25 metres (length) by 3.5 metres (width).

The heights of the loading area, platform in the service bay and of the service bay itself will vary with vehicle type and loading/unloading methods.

Loading/unloading areas shall be provided in accordance with AS2890.2 – Off-Street Commercial Vehicle Facilities.



c) *Stormwater Drainage*

The relevant requirements and objectives of the Stormwater Drainage chapter of the Auburn DCP 2010 have been considered in the assessment of the development application. Suitable stormwater plans and specifications have been submitted to accompany the development application. Council's Engineers have raised no objection to the proposed stormwater design and appropriate conditions have been provided to be imposed on any development consent. Therefore the application is considered to be consistent with the objectives and relevant requirements of the DCP.

d) *Access and Mobility*

The relevant requirements and objectives of the Access and Mobility chapter of the Auburn DCP 2010 have been considered in the assessment of the development application. Council Officers are satisfied that the proposal meets the requirements of the DCP as pedestrian access ramp is being provided to the main entrance of the building and suitable accessible facilities such as communal staff areas, disabled toilet facilities and lift are provided within the building. In this regard the application is considered to be consistent with the objectives and relevant requirements of the DCP.

**Auburn Development Contributions Plan 2007**

The proposed development would require the payment of contributions in accordance with Part F: Employment Generating Development at clause 22.4, of Council's Auburn Development Contributions Plan 2007.

The calculation is based on 1% levy for construction works over \$200,000 or more. The proposed cost of development for the subject application is \$16,621,066.00. As at 30.05.2011, the fee payable is \$166,210.00. This figure is subject to indexation as per the relevant plan.

If the proposal is recommended for approval, relevant conditions will be imposed on any consent requiring the payment of these contributions prior to the issue of any construction certificate for the development.

**Disclosure of Political Donations and Gifts**

The NSW Government introduced The Local Government and Planning Legislation Amendment (Political Donations) Act 2008 (NSW). This disclosure requirement is for all members of the public relating to political donations and gifts. The law introduces disclosure requirements for individuals or entities with a relevant financial interest as part of the lodgement of various types of development proposals and requests to initiate environmental planning instruments or development control plans.

The applicant and notification process did not result in any disclosure of Political Donations and Gifts.

**The provisions of the Regulations (EP& A Act s79C(1)(a)(iv))**

The proposed development raises no concerns as to the relevant matters arising from the EP& A Regulations 2000.

**The Likely Environmental, Social or Economic Impacts (EP& A Act s79C(1)(b))**

It is considered that the proposed development will have no significant adverse environmental, social or economic impacts in the locality.

### **The suitability of the site for the development (EP&A Act s79C(1)(c))**

The subject site and locality is not known to be affected by any natural hazards or other site constraints likely to have a significant adverse impact on the proposed development. Accordingly, the site can be said to be suitable to accommodate the proposal. The proposed development has been assessed in regard to its environmental consequences and having regard to this assessment, it is considered that the development is suitable in the context of the site and surrounding locality.

### **Submissions made in accordance with the Act or Regulation (EP&A Act s79C(1)(d))**

Advertised (newspaper) ☐

Mail ☒

Sign ☐

Not Required ☐

In accordance with Council's Notification of Development Proposals Development Control Plan, the proposal was publicly exhibited for a period of 14 days between 18/03/2011 and 01/04/2011. No submissions were received in respect of the proposed development.

### **The public interest (EP&A Act s79C(1)(e))**

The public interest is served by permitting the orderly and economic development of land, in a manner that is sensitive to the surrounding environment and has regard to the reasonable amenity expectations of surrounding land users. In view of the foregoing analysis it is considered that the development, if carried out subject to the conditions set out in the recommendation below, will have no significant adverse impacts on the public interest.

### **Conclusion**

The development application has been assessed in accordance with the relevant requirements of the Environmental Planning and Assessment Act 1979.

The proposed development is appropriately located within the IN1 – General Industrial under the relevant provisions of Auburn Local Environmental Plan 2010. The proposal is consistent with all statutory and non-statutory controls applying to the development. Minor non-compliances with Council's controls have been discussed in the body of this report. The development is considered to perform adequately in terms of its relationship to its surrounding built and natural environment, particularly having regard to impacts on adjoining properties.

For these reasons, it is considered that the proposal is satisfactory having regard to the matters of consideration under Section 79C of the Environmental Planning and Assessment Act, 1979, and the development may be approved subject to conditions.

## ATTACHMENTS

	T040686/2011	Synnex 14 Parramatta Road, Lidcombe - updated drawings
	T038851/2011	14 Parramatta Road,
	T038780/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - Elevations Plan
	T038778/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - Section and Elevations Plan
	T038776/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - Finishes Schedule Plan
	T038775/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - Area Calculation Plan
	T038773/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - First Floor Plan
	T038772/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - Ground Floor Plan
	T038770/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - Overall Floor Plans
	T038769/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - Site / Roof / Location Plan
	T038767/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - Sediment and Control Plans
	T038764/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - Civil Engineering Plans - Cov
	T038759/2011	Additional Information - DA-63/2011 - 14 Parramatta Road Lidcombe - OSD Calculation Sheet
	T015908/2011	Statement of Environmental Effects - DA-63/2011 - 14 Parramatta Road Lidcombe - Construction c
	T015907/2011	Traffic Report - DA-63/2011 - 14 Parramatta Road Lidcombe - Construction of a Warehouse with A
	T015913/2011	Waste Management Plan - DA-63/2011 - 14 Parramatta Road Lidcombe - Construction of a Wareh
	T015911/2011	Cost Report - DA-63/2011 - 14 Parramatta Road Lidcombe - Construction of a Warehouse with An
	T039347/2011	Landscape Plan - L-03/3 - DA-63/2011 - 14 Parramatta Road Lidcombe
	T039345/2011	Landscape Plan - L-02/3 - DA-63/2011 - 14 Parramatta Road Lidcombe
	T039342/2011	Landscape Master Plan - L-01/3 - DA-63/2011 - 14 Parramatta Road Lidcombe